

IN THE CLAIMS:

Please amend the claims to read as set forth below.

1. A method for securing horizontally loaded cargo units on a vessel, in which method the cargo units (13;21,20;80;100) are handled and secured for transporting the cargo units (13;21,20;80;100) on the vessel (50), in which method the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13; 21,20;80;100) by means of securing elements forming an interlocking coupling, wherein the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13;21,20;80;100) located at the longitudinal side of the cargo unit with respect to the driving direction thereof by means of securing elements (10) placed on the vertical sides of the cargo unit which extend longitudinally with respect to the driving direction thereof such that securing parts (11, 12) of the securing element (10) fixed to a bulkhead (15) of the vessel (50) and to the cargo unit or to adjacent cargo units, with their locking arrangement (18,19) preventing vertical movement, form an interlocking coupling, whereby the cargo unit (13) that is secured remains in place in the securing position.
2. A method according to claim 1, wherein the cargo units (13;20,21; 80;100) are locked by means of a locking arrangement (16,17) provided in connection with the securing element (10) for preventing the longitudinal movement of the cargo units.

3. A method according to claim 1 wherein, in the method, the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a structure which is substantially continuous in strength.

4. A method according to claim 1, wherein, in the method, a first cargo unit (13;20,21;80;100) is secured to a first securing part (11) of the securing element (10) fixed to the bulkhead (15) of the vessel (50), and the cargo unit (13; 20, 21; 80; 100) is secured to this first securing part (11) by means of a second securing part (12) of the securing element (10) fixed to the cargo unit.

5. A method according to claim 1, wherein, in the method, the securing parts (11,12) are secured to each other by lifting a securing part of the cargo unit onto a respective securing part of another adjacent cargo unit or onto a respective securing part of the bulkhead (15) of the vessel (50) and by locking the securing by means of the first locking arrangement (16, 17) to prevent longitudinal movement and by means of the second locking arrangement (18,19) to prevent vertical movement.

6. A method according to claim 1, wherein, in the method, the securing parts (11,12) are caused to slide along each other and secured in the longitudinal direction.

7. A method according to claim 1, wherein the method is applied to securing of rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of horizontally loaded cargo units (13) to the vessel.

8. A method according to claim 1, wherein, in the method, a trestle (20) for supporting a semitrailer (21) is attached to a kingpin (22) of the semitrailer (21), and that the trestle (20) is secured by means of a first securing part (12) of the securing element (10) to a respective second securing part (11) of the securing element (10) of the vessel (50) or an adjacent cargo unit.

9. A device for securing horizontally loaded cargo units on a vessel, which device is used for securing the cargo units (13;20,21;80;100) by means of an interlocking coupling to an adjacent cargo unit (13;21,20;80;100) and/or to the vessel (50) for transport on the vessel (50), said device comprising:

a securing element (10) located on the vertical side of the cargo unit extending longitudinally with respect to the driving direction, which securing element (10) comprises securing parts (11,12) fixed to the cargo units or to the cargo unit and to a bulkhead (15) of the vessel (50) located adjacent to each other with respect to the driving direction of the cargo unit, as well as a locking arrangement (18,19) for preventing vertical movement, said parts and arrangement forming an interlocking coupling such that the securing element (10) keeps the cargo unit (13;20,21;80;100) that is secured in place in the securing position.

10. A device according to claim 9, wherein the securing element (10) comprises a locking arrangement (16,17) for preventing the longitudinal movement of the cargo unit (13) that is secured.

11. A device according to claim 9, wherein the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a continuous structure.

12. A device according to claim 9, wherein the device comprises a first securing part (12) for securing the cargo unit (13) to the bulkhead (15) of the vessel (50) or to an adjacent cargo unit (13), and a second securing part (11) for securing said cargo unit to a cargo unit (13) located at the other side thereof or to the bulkhead (15) of the vessel (50).

13. A device according to claim 9, wherein the device is arranged to be used in securing rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of cargo units (13) to the vessel (50).

14. A device according to claim 9, wherein the securing element of the device is arranged in connection with a trestle (20) intended for support of a semitrailer (21) such that the trestle (20) comprises members for attaching it to a kingpin of the semitrailer.

15. A device for securing a semitrailer on a vessel, which device is a trestle (20) connected to the wheelless end of the semitrailer (21) in order to support it, which trestle further comprises means for connecting it to a tugmaster, which trestle comprises securing parts forming an interlocking coupling in order to secure the trestle to the vessel, said device comprising:

a securing part (11,12) extending in the longitudinal direction with respect to the driving direction of the trestle is provided on both outer sides of the trestle (20), which securing parts are

arranged to be coupled to a respective securing part (12,11) provided on an adjacent trestle (20) or on a bulkhead (15) of the vessel (50) or on another cargo unit located at the longitudinal side of the cargo unit with respect to the driving direction thereof in order to form a securing element (10) for the purpose of providing an interlocking coupling, and that the securing element (10) further comprises a locking arrangement (18,19) for preventing vertical movement, whereby the trestle remains in place in the securing position.

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Marked-up version of claims as amended.

1. A method for securing horizontally loaded cargo units on a vessel, in which method the cargo units (13;21,20;80;100) are handled and secured for transporting the cargo units (13;21,20;80;100) on the vessel (50), in which method the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13; 21,20;80;100) by means of securing elements forming an interlocking coupling, [**characterized in that**] wherein the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13;21,20;80;100) located at the longitudinal side of the cargo unit with respect to the driving direction thereof by means of securing elements (10) placed on the vertical sides of the cargo unit which extend longitudinally with respect to the driving direction thereof such that securing parts (11, 12) of the securing element (10) fixed to a bulkhead (15) of the vessel (50) and to the cargo unit or to adjacent cargo units, with their locking arrangement (18,19) preventing vertical movement, form an interlocking coupling, whereby the cargo unit (13) that is secured remains in place in the securing position.

2. A method according to claim 1, [**characterized in that**] wherein the cargo units (13;20,21; 80;100) are locked by means of a locking arrangement (16,17) provided in connection with the securing element (10) for preventing the longitudinal movement of the cargo units.

3. A method according to claim 1 [or 2, **characterized** in that] wherein, in the method, the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a structure which is substantially continuous in strength.

4. A method according to [any one of claims 1 to 3] claim 1, [**characterized** in that] wherein, in the method, a first cargo unit (13;20,21;80;100) is secured to a first securing part (11) of the securing element (10) fixed to the bulkhead (15) of the vessel (50), and the cargo unit (13; 20, 21; 80; 100) is secured to this first securing part (11) by means of a second securing part (12) of the securing element (10) fixed to the cargo unit.

5. A method according to [any one of claims 1 to 4] claim 1, [**characterized** in that] wherein, in the method, the securing parts (11,12) are secured to each other by lifting a securing part of the cargo unit onto a respective securing part of another adjacent cargo unit or onto a respective securing part of the bulkhead (15) of the vessel (50) and by locking the securing by means of the first locking arrangement (16, 17) to prevent longitudinal movement and by means of the second locking arrangement (18,19) to prevent vertical movement.

6. A method according to [any one of claims 1 to 5] claim 1, [**characterized** in that] wherein, in the method, the securing parts (11,12) are caused to slide along each other and secured in the longitudinal direction.

7. A method according to [any one of the preceding claims] claim 1, [characterized in that] wherein the method is applied to securing of rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of horizontally loaded cargo units (13) to the vessel.

8. A method according to [any one of the preceding claims] claim 1, [characterized in that] wherein, in the method, a trestle (20) for supporting a semitrailer (21) is attached to a kingpin (22) of the semitrailer (21), and that the trestle (20) is secured by means of a first securing part (12) of the securing element (10) to a respective second securing part (11) of the securing element (10) of the vessel (50) or an adjacent cargo unit.

9. A device for securing horizontally loaded cargo units on a vessel, which device is used for securing the cargo units (13;20,21;80;100) by means of an interlocking coupling to an adjacent cargo unit (13;21,20;80;100) and/or to the vessel (50) for transport on the vessel (50), [characterized in that the device is formed as] said device comprising:

a securing element (10) located on the vertical side of the cargo unit extending longitudinally with respect to the driving direction, which securing element (10) comprises securing parts (11,12) fixed to the cargo units or to the cargo unit and to a bulkhead (15) of the vessel (50) located adjacent to each other with respect to the driving direction of the cargo unit, as well as a locking arrangement (18,19) for preventing vertical movement, said parts and arrangement forming an interlocking coupling such that the securing element (10) keeps the cargo unit (13;20,21;80;100) that is secured in place in the securing position.

10. A device according to claim 9, [**characterized in that**] wherein the securing element (10) comprises a locking arrangement (16,17) for preventing the longitudinal movement of the cargo unit (13) that is secured.

11. A device according to claim 9 [or 10] , [**characterized in that**] wherein the cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a continuous structure.

12. A device according to [any one of claims 9 to 11] claim 9, [**characterized in that**] wherein the device comprises a first securing part (12) for securing the cargo unit (13) to the bulkhead (15) of the vessel (50) or to an adjacent cargo unit (13), and a second securing part (11) for securing said cargo unit to a cargo unit (13) located at the other side thereof or to the bulkhead (15) of the vessel (50).

13. A device according to [any one of claims 9 to 12] claim 9, [**characterized in that**] wherein the device is arranged to be used in securing rolltrailers (80), cassettes (100), semitrailers (21) and/or similar types of cargo units (13) to the vessel (50).

14. A device according to [any one of claims 9 to 13] claim 9, [**characterized in that**] wherein the securing element of the device is arranged in connection with a trestle (20) intended for support of a semitrailer (21) such that the trestle (20) comprises members for attaching it to a kingpin of the semitrailer.

15. A device for securing a semitrailer on a vessel, which device is a trestle (20) connected to the wheelless end of the semitrailer (21) in order to support it, which trestle further comprises means for connecting it to a tugmaster, which trestle comprises securing parts forming an interlocking coupling in order to secure the trestle to the vessel, [characterized in that] said device comprising:

a securing part (11,12) extending in the longitudinal direction with respect to the driving direction of the trestle is provided on both outer sides of the trestle (20), which securing parts are arranged to be coupled to a respective securing part (12,11) provided on an adjacent trestle (20) or on a bulkhead (15) of the vessel (50) or on another cargo unit located at the longitudinal side of the cargo unit with respect to the driving direction thereof in order to form a securing element (10) for the purpose of providing an interlocking coupling, and that the securing element (10) further comprises a locking arrangement (18,19) for preventing vertical movement, whereby the trestle remains in place in the securing position.

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